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I. SOC (SMA) Reparations Division, Saxony

1. The Soviet Control Commission (formerly Soviet Military Administration), Saxony, Reparations Division has had the following locations between 1946 and early 1953:

1946-1947: Albrechtsburg, Dresden
 1947-1950: Bautzenerstrasse, Dresden
 1950-1952: Hospitalstrasse, Dresden, along with the Dresden headquarters
 Fall 1952 to date: in Nord Platz 1, Leipzig

2. In 1946, there were about 25 German engineers employed as acceptance personnel by the Reparations Division in Saxony. This figure soon rose to around 70, then declined again in 1949-1950, when the various sections of the Reparations Division were gradually dissolved at the Land level. At present, there are three Germans employed by the Reparations Division in Leipzig, about three in Dresden, and two in Chemnitz. The names of the three remaining in Leipzig are: (fnu) Flade, (fnu) Mueller and (fnu) Preusche.
3. From 1946 to 1950 there were five sections in the Reparations Division in Saxony. The exact designation of each section is not known except that Section I was for heavy machine construction; there were sections for chemical goods, electrical goods, machine tools, and an extra section for deliveries to Poland. At present it is believed that Section I is the only one left in Saxony.
4. It is reported that, starting in 1953, reparations orders are to be referred to as "government orders" (Regierungsauftraege).
5. Factories at which Soviet Reparations deliveries were accepted between 1946 and 1952 were the following:
 - 1) Bleichert (SAG Transmasch), Leipzig.
 - 2) Unruh & Liebig (SAG Transmasch), Leipzig (now Kirov Werk)
 - 3) Jaeger Pumpen & Kompressorenbau, Leipzig (formerly SAG AMO)
 - 4) Zwickauer Maschinenfabrik, Zwickau, Saxony-VEB.
 - 5) Bergmann-Borsig, Berlin.
 - 6) BEKA, in Leipzig-Taucha, makers of small pumps (formerly Liske & Co.).
 - 7) Hallesche Pumpenwerke - VEB.
 - 8) Klein Schanzlit und Becker, Halle, makers of high-pressure pumps.
 - 9) Weitzer Maschinenfabrik, for under-water pumps.
 - 10) Chemnitzer Maschinenfabrik, for mining locomotives.
 - 11) Hescho-Kahle, Hermsdorf, Thuringia, for porcelain pumps.
 - 12) Peniger Maschinenfabrik, for transmissions for coal-loading bridges, and for Jaeger-Leipzig products. (formerly SAG AMO).
 - 13) Brueckner & Kanis, for turbines.

II. Compressors Accepted by Reparations Division.

1. Turbo-compressors, made by Jaeger-Leipzig, were delivered from 1946 to 1951 as reparations and probably still are today as export goods.
 - a) The largest type delivered was capable of nine atmospheres, in three housings. Twenty were delivered. It is believed that Jaeger is probably the only firm in the DDR capable of making these compressors. From 1949, when this type went into production, to 1951, twenty were delivered to the USSR and one to the Russians in Aus. The latter is still operating there. Production of these compressors is still going on at the Jaeger plant. These are radial flow compressors, for compressing air and "light" gases. They are made of grey cast steel; the shaft, of forged steel (ST-50). Insets (Einsaeetze) or lead channels (Leitapparate) were so designed that they were removable. This turbo-compressor was the only type made by Jaeger which would permit easy dismantling for such purposes as nickel-plating by the customer.

This compressor was developed in 1948 or 1949 by Dr. (fnu) Siebrecht^{1/} of Jaeger-Leipzig, at the request of the Russians, and on the basis of Soviet specifications. A motive force of 3,000 HP would be required to operate this compressor. There is no known firm in the DDR capable of making an electric motor of this size; Russia was to furnish the power sources herself. The driving-mechanisms were, however, not brought to Germany to test

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the compressors. Many Soviet officials visited the Jaeger plant to inspect progress on the program. Forgings and the housings for these compressors were delivered by small factories in the Aue region. These factories are designated by a three-digit Object number; one was thought to have been in the three-hundred series.^{2/}

- b) Piston compressors, made by Bergmann-Borsig, Berlin, and by the Zwickauer Maschinenfabrik. Five-stage, 225 atmospheres, for compression of oxygen and nitrogen. Twenty-five delivered each year, from 1948 to date. This was an original Zwickauer Maschinenfabrik development. They were accepted by Morozov.

The first stage had an opening of 600mm, the last an opening of 50 to 80 mm.

- c) Gas pumps (Gasumwaelzpumpen), piston-type. Made by Bergmann-Borsig, for use in chemical plants. Two-stage. Grey cast steel cylinder. Ten accepted in 1950 for USSR. Otherwise, the same characteristics as b). Still being delivered at a reported rate of about ten a year. Morozov is the Soviet acceptance official.
- d) Acetylene compressors, in upright form, small size, delivered in 1947 by the Warzener Maschinenfabrik. The Zwickauer Maschinenfabrik later took over delivery of these. Total amount delivered to USSR was about 100. They are two-stages, 15 atmospheres.
- e) "Penicillin compressors", made by Jaeger-Leipzig. Six atmospheres. The Soviets placed ten orders for these compressors, 21 to each order, in the period late 1946 to 1950. They are about 2.5 x 1 meter, with a diameter of one meter. They have single housing, are five-step, and are radial-flow. These were accepted by Frolov. The word penicillin was not contained in the actual order, but Frolov intimated that they were to be used in making penicillin. Frolov also claimed that it was intended to set these compressors up in groups of seven, hence the 21-unit order each time.
- f) The Soviets have also been buying on export basis since early 1950, unknown numbers of an eleven-stage, nine-atmosphere turbo-compressor which had been standard at Jaeger since before 1945. This is a large installation, with single housing.
- g) Oxygen compressors, three-stage, delivered by Zwickauer Maschinenfabrik. Small, upright. 150 atmospheres. Large numbers delivered, at least 100 per year, from 1948 to 1950, inclusive. Morozov accepted them and Frolov went along occasionally to help accept them.

2. Turbo-compressors are six-stage, with three housings, and pressure coolers installed in intermediary positions; the shaft is welded; 10,000 rpm; reduction gears were delivered by the Peniger Maschinenfabrik - 1500 to 10,000 rpm; Frolov accepted these compressors.

II. Soviet Acceptance of Pumps.

The following Soviet purchases of pumps on reparations account since 1946.

1. During the initial period, 1946 and 1947, the Russians purchased large numbers of routine pumps in a variety of sizes running up to the medium-large type, but including no specialized types. They were mostly one-stage, but a few were two-stage.
2. Beginning in 1947, the Russians began to order more and more specialized pumps, with heavy-duty components (mit schwerer Ausfuehrung). The various specialized pumps delivered were:
 - (a) High-pressure boiler pumps (Kesselspeisepumpen) from Jaeger-Leipzig, at the rate of 100 per year from 1947 through 1951. They were of various ratings, from 28-38 atmospheres, 75 and 120 atmospheres; at temperatures of 350-450 degrees centigrade; they were six to eleven-stage pumps; developed 450 to 1500 rpm; the rotor was of bronze alloy, the housing of cast steel.
 - (b) Mining pumps from Jaeger-Leipzig, eleven-stage, with bronze shafts and moving parts, and 700 to 900 meters lifting capacity. Three to four hundred were delivered to USSR, reportedly for use in the Donets Basin. These were the largest

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of all the pumps known to have been delivered to Russia. The housing of these pumps was made of the best quality machine grey-casting (German standard designation GE 26).

- (c) Acid pumps, made by Jaeger-Leipzig. An estimated total of over three hundred were delivered to USSR in 1949-1950. These pumps were lined with an artificial-rubber type substance at EKB-Bitterfeld; the material had a black-grey appearance. These pumps were accepted by Frolov. The pumps were fitted with labyrinths around the bearings, to keep the acid within bounds, an arrangement called a "Wasserschloss" (seal-rings). EKB normally completed the work of lining lots of ten to twenty pumps in two weeks' time. The pumps were tested with water before acceptance. The Soviets also furnished small quantities of acid in four different specific gravities for testing purposes. One of these specific gravities was under unity, and the other three were over; the only specific gravity remembered was 1.34.
- (d) One ship's stabilizer pump (Schlingerpumpe). This pump was a model twice as big as the original one built by Jaeger-Leipzig for the ROBERT-LEY. The cost of testing alone at Jaeger was 23,000 DME. It was developed by Dr. Siebrecht of Jaeger. The turbine for this pump was delivered by the Brueckner & Kanis firm, with a peak capacity of 900 HP. It cost 19,000 DME to test the turbine.

The pump was built during 1950 at the Dresden Power Station, Bettina Str., and about Christmas that year was delivered. Delivery was accompanied by a full technical description in five copies to the Russians. During the construction period, several Russian "commissions" came to the Jaeger plant to inspect progress on it. The pump was tested with water at Jaeger-Leipzig, but the Soviets stated that it might be used to pump the grade of crude oil usually used in Soviet destroyers. The oil in the turbine, reduction gears and guide-mechanism ran in a closed circuit. At the end of 1951, one of the Russians who had had to do with the inspection of this program at Jaeger, returned to Leipzig, and told Dr. Siebrecht that he had come from Kronstadt, and that the pumps were working satisfactorily.

The servo-mechanism for this pump works on oil, and was delivered by Askania-Teltow, which also delivered the optical system.

The Russians supplied to Jaeger drawings of the midship portion of the destroyer into which this pump allegedly was to be built, showing the dimensions within which it would have to fit.

- (e) Eighteen small fuel-injection pumps for pumping jets of crude oil. It was generally said at Jaeger-Leipzig that these pumps were for jet fighters, but there is no proof and some contradictory evidence of this.

The testing devices for the pumps cost Jaeger 25,000 DME. This was a very secret project started on Russian orders at the Jaeger plant (SAG AMO). Complete plans and a test stand were delivered to USSR. The pumps were developed at Jaeger during World War II on orders from the German Air Force. The pumps were only about one foot long; they were intended to be used in groups of three, each trio connected to a large box about a yard on a side. The pumps were designed to pump crude oil. Source thinks they must be for use with oil turbines, and not for diesel engines. The pumps as delivered by Jaeger to the German government during the war were, however, designed to be set up singly.

Two Soviet Naval officers were on duty day and night at the Jaeger plant during the production of the pumps. No German acceptance personnel was allowed to check the performance of the pumps - the two Soviet Naval officers did all the acceptance themselves.

These pumps were about twice as big as the ones originally developed by Jaeger for the German government during the war. Oil was run in under a pressure of 2.5 atmospheres. The pumps themselves developed a pressure of nine to fifteen atmospheres. They were gear, not piston pumps.

The pumps were tested at Jaeger with oil of various kinds brought by the Russians, ranging from very light to very heavy, and including Masut.

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- (f) Special hydraulic pumps, with five pistons, and 150 to 250 atmospheres, not oscillating. They were tested with water. About 20 were delivered in 1950, accepted by Frolov. Specifications for these pumps were furnished by the Russians. This is not a stock Jaeger pump. u
- (g) Underwater pumps, plunger type. One hundred were accepted by Frolov, who claimed they were for the Moscow subway. They were made by the Greizer Maschinenfabrik in 1948-1950. They were fitted with electric motors which could function under water; the motors were also made by the Greizer Maschinenfabrik. They were six-stage pumps. They were delivered with 200 meters of cable, stoutly insulated with rubber. The Greizer Maschinenfabrik procured its wire from the Vacha firm. u The pumps were to be used at a depth of 100 meters. They were about ten feet high and one foot in diameter. The pipe running up from the pump was one foot in diameter and 100 meters long.
- (h) Porcelain pumps at Hescho-Kahla, in Hermisdorf, Thuringia. Accepted by Frolov in 1948 and 1949. They were small pumps for pumping acids, roughly 1 x 1.5 x 0.5 meters. They looked rather rough-hewn because of their all-porcelain construction. Frolov travelled about twice a month during his stay in Germany to Hescho to accept them. Their color was yellow-white and some brown. Porcelain seemed to be about 1 centimeter thick. No special packing was used. These were rotary pumps.
- (i) Hot water pumps, made of special cast steel. 200 per year were delivered to USSR, by Jaeger-Leipzig.
- (j) Glycerine pumps, built by the Hallesche Pumpenwerke in Halle, in early 1949. Ten were delivered. They were three-cylinder pumps, accepted by Frolov. For some unexplained reason, Frolov accepted these pumps in Halle, and had them brought to the Jaeger premises in Leipzig, where he had them packed and shipped to the USSR. The designation "glycerine pumps" was used by Frolov.

IV. Valves Accepted by the Russians.

1. Valves for use in the air heaters of blast furnaces; double-seated; gate-valve, three meters high, with an opening of 1.40 meters; water-cooled, with copper mantle; some of these items were displayed at the last Leipzig Fair by Schumann-Leipzig, the manufacturing firm. During the period 1948 to 1950, 300 to 400 of these valves were delivered to the USSR on reparations account, supplied with electric motors. (Fnu) Petrov was the Soviet General-Director of Schumann, (a part of SAG Transmasch), when these valves were delivered. (Fnu) Flade, a German employee of SCC Reparations Division, Saxony, accepted these items; the name of the corresponding Soviet official is unknown.
2. Acid valves; Flade accepted about 1500 acid valves in the period 1948 to 1950 from the Schumann firm. They were small, about 50 x 50 x 50 cm. They had an opening of 250 mm; a part was lined with rubber and the rest with a porcelain-like substance. (This lining was installed by some other, unidentified firm, but they were then returned to the Schumann firm for final testing). It is not known if these valves are still being delivered; if they are, it is in the form of exports, not reparations.
3. High-pressure valves, delivered by Schumann, with an opening of 5 mm, pressure of 200 atmospheres. Two or three hundred per year were delivered in the period 1948-1950.
4. Large numbers of valves made of cast steel covered by the synthetic substance known as Vinidur. Thousands of these small valves were delivered by the Schumann firm to the USSR, supposedly to be used for light acids. The "Vinidur-Division" of the Schumann firm is still producing today. Flade accepted these items.

V. Miscellaneous Goods Accepted by the Russians.

1. Gas-washers, used to suck hot gases from blast furnaces. The installation whirled the gases around a spiral channel, sprays them with fine jets of water, and then leads them off to drive machines, etc., elsewhere in the plant. The Soviets bought 80 to 100 of these on reparations account in the period 1947 to 1950. Jaeger took the orders, but sub-contracted production to other firms. A 750 HP plant is required to run them. DDR blast furnaces have also received such items from Jaeger.

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2. Apparatus for making alcohol. This began as a reparations contract, but was changed to export before it was finished. They were so large that they had to be assembled out doors by Schumann; they stood five meters high. Large amounts of copper were used in the construction of them.
3. Air-turbine. Dr. Siebrecht of Jaeger-Leipzig has also developed an air-turbine, 3,000 rpm, three-stage, developing 80 kw. The energy is developed through the difference in temperature between the interior of the container (700 degrees centigrade) and the outside air. They were allegedly intended for use in powering large saws in the Russian forests, but the Russians have never bought any, though they seemed mildly interested.
4. Railway rotary cranes, 25, 50 and 100 tons, at Unruh & Liebig in Leipzig, powered by electro-Diesel power plants. The 100-ton cranes required the use of special steel (German standard designation ST-50), which was not available until late 1952. Hettstedt has begun to make this steel, however. LOWA in Goerlitz supplied the rotary mountings for these cranes; Waggonfabrik Dussau supplied the platforms; Unruh & Liebig assembled the whole.
5. Floating cranes from Bleichert: 15-ton and 50-ton models, electrically driven (direct current). In 1952, six 15-ton floating cranes were delivered to the USSR, and two 50-ton models. The 1953 plan called for ten 15-ton models plus five 50-ton models. One 100-ton floating crane ordered for 1952 was not finished at the year's end.^{6/}
6. Gantry cranes (Portalkraene), electrically driven, direct current. From Bleichert.
7. Cable cranes, electrically driven, direct current, from Bleichert.
8. Cable-car railway installations (Seilbahnen) from Bleichert, in lengths of 900 and 1500 meters. One such was delivered to Erimu (sic) in Bulgaria.⁷
9. Excavating machines (Kugelschaufler) from Bleichert, 1,000 per year.
10. Cranes to be mounted on ZIS trucks, about 3,000 per year, from Bleichert. Usually Bleichert procured its electrical cable from the Kabelwerk Oberspree in Berlin; Apparatebau Treptow in Berlin supplied the relays; beginning in 1952, Bleichert obtained the electric motors to run the above cranes from the Sachsenwerk-Niedersiedlitz (prior to that, the motors were supplied by the Russians).
11. Large travelling cranes for use in factory halls were shipped to USSR by Unruh & Liebig; the largest had a span of 38 meters.
12. Tiefofen cranes, for use with Siemens-Martin furnaces, from Unruh & Liebig.
13. Some steam turbines were delivered to Russia by the BEKA firm in Leipzig, but none over 500 HP.

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- 1/ ☐ Comment. Dr. Siebrecht, an old Jaeger official, was a member of the NSDAP, and as such was expelled from the Jaeger plant in 1945. The Russians however set him up in his own home in Leipzig with several ex-Nazi colleagues, to design apparatus for them. He later returned to the plant when it became an SAG.
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- 2/ ☐ Comment. These Objects in the three-digit series have been noticed since 1948. It may be significant that these (presumably) Wismut Objects are delivering parts for the Jaeger compressors.
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- 3/ ☐ Comment. ☐ the pumps had to do with a development by a German specialist named Walther; he is possibly mistaken about the German Air Force—it may have been a German Navy project.
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- 4/ ☐ Comment. Oscillating pumps were made by Maschinenfabrik Sangershausen.
- 5/ ☐ Comment. Presumably the VEB-IKA Installation in Vacha, Thuringia.
- 6/ ☐ Comment. Floating cranes are shipped complete with Diesel power generators. The Diesel motors are supplied by the Buckau-Wolf firm.
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- 7/ ☐ Comment. Probably the Metal Import State Enterprise.